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# Appendix B:

## Supporting Documents

The several planning and operational documents utilized for the management and improvement of Lexington-Fayette County lands and resources offer rudimentary consideration of Greenways and indicate the need for a Greenway Master Plan. The Greenway Master Plan expands upon and integrates the functional elements of greenways with the purposes set forth in these documents. This Master Plan establishes a systematic physical framework and provides recommendations for policies and programs that address the concerns and opportunities that protection and utilization of green spaces present to the Community. Some of the long-term concerns of the Lexington-Fayette Urban County Government (LFUCG) include the protection of stream corridors and overall water and habitat quality, preservation and enhancement of our unique Bluegrass aesthetic environs, improvement of access to community resources via alternative transportation modes and provision of recreational and health enhancing amenities.

### **The 1991 Greenway Plan**

In 1991, a Greenway Plan was produced via the LFUCG Division of Planning with input from the Greenspace Commission. This Plan was subsequently updated (1992), and functioned as a “general overview, with specific concept recommendations”. The Plan was not incorporated into the 1996 Comprehensive Plan; however, it served to define greenways as a planning component: identifying the resources of the Urban County, describing the benefits of greenways and suggesting strategies for acquisition, implementation and maintenance of improvements. Specific recommendations were incorporated into the 1994 Greenspace Plan.

### **The 1994 Greenspace Plan**

A statement from the 1994 Greenspace Plan defines the perceived purpose of the existing documents at the time. “The primary goal is to prevent development in the 100-year floodplain and riparian forest in order to preserve the natural flood management capabilities of streams, with the

secondary goal of recreation and neighborhood enhancement. The Greenspace Plan is intended to satisfy a wider range of important natural and cultural values, such as protecting historic resources and scenic corridors as well as ecological systems.” “As the greenspace system is further detailed for each neighborhood, all designated greenways should be evaluated for incorporation. This evaluation should consider whether greenways that serve (solely in) flood management purpose(s) are appropriate for the greenspace system, or whether there are other implementation methods for floodplain protection that can be applied through the development approval process to protect greenways.” It states further that “... plans emphasize preserving the natural qualities of greenways. However, all greenways incorporated in the greenspace system should be considered for recreational access and trails development.” The new Greenway Master Plan moves beyond this philosophy. The new Plan is comprised of a natural corridors system component and a trails system component, wherein each system operates as both an independent system and as a system complementary to the other. Thus, the new Greenway Master Plan incorporates the goals, objectives and development concepts of the Greenspace Plan, adding in a systematic and comprehensive network.

### **The 1996 and 2001 Comprehensive Plans**

The process for the development of the Greenway Master Plan began with the 1996 Comprehensive Plan as its basis. In December 2001, the 1996 Comprehensive Plan was updated and approved. Compatibility with the goals and objectives of the 1996 Comprehensive Plan and later 2001 Comprehensive Plan is evidenced throughout the Greenway Master Plan. All seek to promote land use that is sensitive to the natural and built environment; protect and preserve/enhance the Urban County’s significant historic and cultural heritage and existing neighborhoods; ensure the vitality of Downtown; establish and promote urban activity centers to provide services to multi-neighborhood areas; promote tourism and

employment opportunities; and generally enhance the quality of life. Within the 1996 Comprehensive Plan, "Greenways are proposed to preserve selected environmentally-sensitive areas, to add passive open space to residential developments and to add variety to the suburban neighborhood streetscape...". The Plan recommends that greenways be acquired in both developed and undeveloped areas. Both Comprehensive Plans refer to the importance of greenways in the linkage of parks, neighborhoods, and other community amenities, and refers in depth to the 1994 Greenspace Plan. Scattered greenways following 100-year floodplains were identified on the Land Use Map.

#### **The 1996 Expansion Area Master Plan**

The 1996 Expansion Area Master Plan organizes new development within several expansion areas with four elements: Future Land Use, Community Design, Infrastructure and Implementation. Future Land Use criteria include organization "according to the natural resources"... Community Design "establishes a physical framework...reflect(ing) the cultural heritage of the Bluegrass by organizing urban development around a series of 'greenways'" and linking areas with greenways, trails, paths and roads. Infrastructure criteria include "area-wide watershed management 'systems' using the designated greenways for storage, treatment and discharge of runoff" and new parks to be connected via the greenways system. Implementation includes general government actions, infrastructure finance programs and land development regulations consistent with the above criteria. This document is fully supportive of the greenways effort.

#### **The 2000 Comprehensive Parks and Recreation Master Plan**

The 2000 Comprehensive Parks and Recreation Master Plan names greenways as the second highest priority for facility development, behind only multi-use community centers. Public input during the Plan development process indicated greenways to be consistently rated one of the highest needs. The Parks Master Plan describes greenway development as a linkage system between community parks, neighborhoods, neighborhood parks and schools. Specific corridors are proposed for acquisition and easement, and recommendations are made for feasibility studies for each. The Parks Master Plan recommends that acquisition and management of greenways be an administrative function of the Division of Parks and Recreation. The Greenway

Master Plan recommends that the greenways system be implemented and managed through the Division of Public Works, with a greenway coordinator and Greenway Coordinating Committee as lead. The new Greenway Master Plan's dual system of conservation corridors and trail corridors expands beyond the Parks Master Plan philosophies of greenways makeup and purpose, administration and implementation. It is recommended that the Parks Master Plan be revised to reflect the Greenway Trail System in the Greenway Master Plan.

#### **The 2001 Stormwater Manual**

The 2001 Stormwater Manual supports the concept and implementation of greenways conservation corridors. Parameters and restrictions are established for the protection and mitigation of riparian corridors, including continual floodplain examination and building restrictions, riparian buffer guidelines, water quality criteria and stream restoration guidelines. It is recommended that specific references to the new Greenway Master Plan be added to this document to enhance coordination of efforts. The Procedures Manual for Infrastructure Development supports the tenets of the Stormwater Manual, and includes guidelines that refer directly to protection of greenways. It is recommended that this document be revised to contain additional, detailed references to greenways, in order to coordinate opportunities to 'piggyback' projects.

#### **The Rural Service Area Land Management Plan**

The Rural Service Area Land Management Plan was adopted in April of 1999. It includes a complete inventory of the natural and cultural resources in the Rural Service Area, including rural settlements, scenic roads and environmentally sensitive areas. It recognized that access to rural areas for urban residents of Lexington is limited to driving rural roads and visiting the Raven Run Nature Sanctuary. In order to provide more opportunities, the Plan recommended implementation of a rural greenway system that could be accomplished by planning connection systems between rural settlements, parks, subdivisions, and other developments. This system would have trailheads or staging areas that provide supportive features, such as parking, restrooms, concessions and rental of bikes, canoes and horses.

A rural greenway was defined as an area of relatively undisturbed floodplains passing through private farms and along roads. The emphasis of the

development of a rural greenway system was to preserve plant and animal species, protect existing streams, and to provide increased recreational opportunities. To meet these needs, the Plan recognized five focus areas, plus additional areas that were identified previously in the 1994 Greenspace Plan. The areas considered a priority for creating rural greenways were:

*Five Focus Areas:*

- North Elkhorn Drainageway (North Elkhorn Creek, Goose Creek, David Fork)
- Boone Creek Drainageway (Boone Creek, Jones Creek, Baughman Run, Boggs Fork)
- South Elkhorn Drainageway (South Elkhorn Creek, Cave Creek)
- Kentucky River Palisades
- Old Frankfort Pike Area

*Three Additional Areas:*

- Town Branch Drainageway (Town Branch Creek, Steeples Run)
- Cane Run Creek
- East Hickman Drainageway (East Hickman Creek, Shelby Branch)

It was suggested that each of these greenways could be implemented through public acquisition and scenic/conservation easements.

**The Year 2025 Transportation Plan**

The Year 2025 Transportation Plan was completed in April 2001. The pedestrian and bicycle portions of the Plan were written to be consistent with the draft Greenway Master Plan. The Transportation Plan includes goals and objectives specific to pedestrian and bicycle use, plus identifying road improvement projects with pedestrian or bicycle components.

**The LFUCG Zoning Ordinance and Subdivision Regulations**

Currently, the Zoning Ordinance and the Subdivision Regulations do not specifically address greenways. There are references in the Ordinance to traffic studies, including pedestrian and bicycle evaluations; historic preservation; floodplains and erosion control. The Regulations include language for environmentally sensitive areas and floodplains; design standards for sidewalks, shared-use paths, bike lanes, access, and provisions for reservations.

